

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY FINANCIAL MATTERS
Allocations for Supplemental Funds
Resolution: FA-01-06

Prepared By:
Jim Nicholas
Chief
Division of Programming
(916) 654-4013

CTC Meeting: January 23-24, 2002
Agenda Item: 2.5e

Original signed by
ROBERT L. GARCIA
Chief Financial Officer
January 9, 2002

ALLOCATION FOR ADDITIONAL FUNDS
FOR PREVIOUSLY APPROVED PROJECTS

RESOLUTION FA-01-06

RECOMMENDATION

The Department recommends that the California Transportation Commission (Commission) approve the following Resolution.

FINANCIAL RESOLUTION

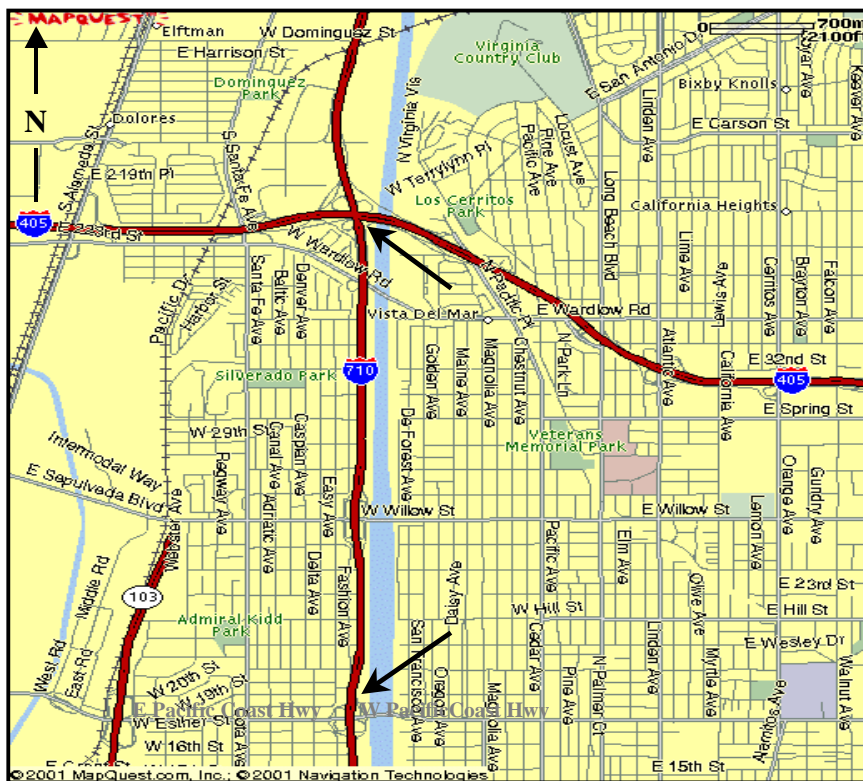
Resolved, that \$1,800,000 be allocated from Items 2660-301-0042 and 2660-301-0890 of the Budget Act of 1999 to provide additional funds for the project on the attached sheet.

SUMMARY AND CONCLUSIONS

This resolution allocates \$1,800,000 of additional State and Federal funds for one (1) previously approved project listed below:

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Vote/G11 Amount</u>	<u>Award Amount</u>	<u>Current Budget Amount</u>	<u>Current Allocation Revision</u>	<u>Revised Budget Amount</u>	<u>Total Increase Vote/Award</u>
1	07-LA-710	\$18,335,000	\$21,120,000	\$21,120,000	\$1,800,000	\$22,920,000	25% V

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
1 \$1,800,000 Department of Transportation Los Angeles 07S-LA-710 6.8/12.0	In the City of Long Beach between Pacific Coast Highway (Route 1) and Route 405. Rehabilitate roadway and upgrade guardrails. Supplemental funds are needed for ongoing project.	1384U1 0191M 1999/00 301-0042 301-0890 20.20.201.120 SHOPP	\$2,420,000 \$18,700,000 \$21,120,000	\$207,000 \$1,593,000 \$1,800,000	\$2,627,000 \$20,293,000 \$22,920,000



PROJECT DESCRIPTION AND LOCATION

This project is in Los Angeles County on Route 710 between the Pacific Coast Highway (Route 1) and Route 405, approximately 3 miles in length. The work involves pavement rehabilitation using a Longer Life Asphalt Concrete (AC) strategy, including median and shoulder reconstruction, replacement of the median metal beam guard railing with concrete barrier, construction of maintenance pull outs, and minor textured AC work at selected locations. The rehabilitation strategy is to crack, seat and overlay the existing pavement with 8 inches of Longer Life Asphalt Concrete topped by 1" of open graded rubberized AC wearing surface. The full structural section will be replaced at four overcrossing locations to maintain standard vertical clearances.

FUNDING STATUS

The project was programmed in the 2000 SHOPP for \$13,348,000 for construction in the 1999/2000 Fiscal Year. The project was voted in July 2000 for \$18,335,000. A supplemental allocation of

\$2,785,000 was made in January 2001 to award the project for \$21,120,000. This request for \$1,800,000 will increase the project's budget to \$22,920,000, which represents an increase of 25% over the original voted amount for this contract.

BACKGROUND

A project to rehabilitate Route 710 between Pacific Coast Highway (Route 1) and Long Beach Boulevard was first proposed in October 1993. The original scope of work at that time was rehabilitation of the Portland Cement Concrete (PCC) pavement and widening of right shoulders from 8-foot to the standard 10-foot width from Route 1 to Long Beach Boulevard. In March 1997, the original project and a median barrier upgrade project were combined into one project with a total estimated cost of \$13,348,000.

In September 1998, the Department's Pavement Design Office proposed this project as a pilot project for Asphalt Concrete Longer Life Pavement (ACLLP). A committee composed of members from the Department, University of California at Berkeley, and Asphalt Industry conferred on the overlay strategy, constructability and traffic handling for this pilot project. Because the ACLLP strategy has a higher initial cost, the limits of the project were reduced and the eliminated work will be completed in a separate future contract.

REASON FOR INCREASE

The Contractor encountered asbestos materials while working in the center median. The asbestos material is not naturally occurring, but was placed with the fill material when initially constructed. An additional \$700,000 is needed to compensate the contractor for disposing of this material, which is now considered contaminated.

This portion of the Long Beach Freeway serves as a major link for vehicles and truck traffic between the Port of Long Beach and the entire Los Angeles area. Due to concerns related to traffic delay and congestion during construction, an additional \$450,000 is needed to expand the services provided in the Public Awareness Campaign. Initially, \$50,000 was budgeted for one weekend closure; however, nine additional weekend closures are needed to ensure minimum disruption for the traveling public.

Due to heavy truck traffic, the existing pavement has deteriorated and additional Portland Cement Concrete pavement slabs need to be replaced to protect traffic now and provide a better foundation for the asphalt concrete. An additional \$250,000 is needed to compensate the contractor for this work.

An additional \$250,000 is needed to restore the contract's contingency balance to 5% of the remaining work, and \$150,000 is needed for aesthetic treatment on the concrete median barrier to address community concerns.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$1,800,000 to allow the project to be completed.

OPTION B: Deny this request and direct the Department to complete the contract within the current allocation. The Department considered this option, and determined that denial of this request will most likely result in some work not being completed and/or claims by the contractor. The future costs to resolve these issues would most likely be greater than the current request.

RECOMMENDED OPTION

The Department recommends OPTION A as presented above for \$1,800,000, to allow this project to be completed.